

IMMIGRATION BILL PASSED.

HOUSE ADOPTS ITS SUBSTITUTE FOR SENATE BILL.

Washington, June 25.—Drastic measures were adopted by the House today to put through the immigration bill in the way they wanted it placed on the statute books. The main objection of the leaders was to the features of the measure increasing the head tax on immigrants from \$2 to \$5 and providing an educational test as a requisite for the admission of aliens to this country.

It was realized that if a record vote were forced on the latter proposition at least it would be adopted in order to prevent the Committee on Rules, of which Speaker Cannon is chairman, brought in a rule which prevented a yeas and nays vote. This course secured the attainment of the end desired. The educational test and the increased head tax provisions, both of which had been recommended by the Committee on Immigration, were rejected. The bill was then passed.

Votes on these propositions were taken by tellers, and when the count was in progress the Republican leaders, including Speaker Cannon, went among their associates on the floor to persuade them to vote with the House organization. These two subjects were the only ones which the special rule for the consideration of the bill permitted the House to discuss for amendment.

Mr. Gardner of Massachusetts, who has been insistent on the order of business urging the House leaders to give him a rule, denounced it as a "gold brick." By its operation as Mr. Williams of Mississippi, the Democratic leader, pointed out to Mr. Gardner, members who did not want to go on record were protected from a yeas and nays vote on the question of imposing the educational test.

The provision to increase the head tax was rejected by a vote of 94 to 87, and the provision to provide an educational test for immigrants was rejected by 128 to 116.

A motion to insert a new section directing the appointment of a committee to investigate the whole subject of immigration was rejected also by 123 to 130, but later on, under the influence of the persuasion which the leaders exercised, the vote was reversed.

The rule was adopted, 151 to 59. The first amendment was by Mr. Steenerson of Minnesota, reducing the head tax from \$5 to \$2, as under the present law. This was adopted, 94 to 67.

Advocating the amendment, Mr. Bennett of New York gave some figures of immigration that put a new phase upon it. One million and twenty-six thousand immigrants passed through Ellis Island last year, 1904-05. Of this number, 175,000 had been in the country before and in the same period approximately 350,000 aliens returned to Europe, so that the net increase of population from the year's immigration was about half a million. The head tax of \$2 had paid all the expenses of supervision of immigration and built the Ellis Island station and out of the surplus, which amounted to \$2,400,000 on December 31, 1905, \$500,000 had been voted to fund the Chinese exclusion act. To increase the tax to \$5, Mr. Bennett said, was wholly unnecessary. Its only results would be to bar out desirable immigrants to add to the revenues of a Government "which the Lord knows is rich enough to raise its taxes in some other more reputable way." [Applause.]

Mr. Littauer of New York offered the following amendment:

An immigrant who proves that he is seeking admission to this country solely to avoid persecution or punishment on religious or political grounds, for an offense of a political character or persecution involving danger to life or limb, shall not be deported because of want of means or the probability of his being unable to earn a livelihood.

The amendment was agreed to, 92 to 69.

To section 38, imposing an educational test, Mr. Denby introduced an amendment providing that in the case of an alien described in the Littauer amendment, "such immigrant may be admitted, although unable to satisfy the educational test at the discretion of the Secretary of Commerce and Labor or under such regulations as he may from time to time prescribe."

The amendment was agreed to without a division.

Gen. Grosvenor moved to strike out the section and substitute for it a provision for an investigation of the whole subject of immigration by a Congressional committee.

Mr. Kellner of Massachusetts opposed the bill generally. He said that he had, in response to any demand created by the industrial or social conditions, but under the pressure of influence exerted by the organization section in character, but masquerading as a labor organization. If enacted into law it would shut the door against the admission of immigrants who the North had no intelligence to know it needs, and whom the South, in the very near future, would come to know that it needs.

Mr. Burleson of Texas opposed the bill, especially the section for the reason that his own State needed 200,000 laborers to do its work.

A short speech by Mr. Michalek, the new member from Chicago, against whom charges were made that he was not a citizen, not having been naturalized, was the incident of the day. To use the words of the bill, Mr. Michalek is the first Bohemian to hold a seat in Congress. He said:

"In my opinion the belief in the advocacy of the policy of further restricting immigration is based on the theory, or rather the prophecy, of a resultant future evil consequent upon the increase of immigration, the overstudy of statistics and their misleading application to a condition with the purpose of exaggerating it into a problem. There never has been, nor is there now, any white immigration problem, and to assert the contrary is to prostitute the teachings of our history and to disregard the logic of the unexampled progress of the United States. I am opposed to the bill in its entirety, because its operation would enmesh the productive power of our country in all of its elemental phases and because it is unnecessary, unjust and un-American." [Applause.]

Mr. Cochran of Ohio said that if he were reduced to a choice between admitting the man who could stand the examination and the man who could not, he would rather send the man with the literary qualification out, for he might lead a vicious life, but he who must work with his hands cannot lead other than an industrious life.

Mr. Gardner—Does the gentleman mean to say that in 500,000 immigrants who can read the average of good citizenship would be lower than in 500,000 who cannot read? That is the only educational test, and if you are right then our theory of popular education is wholly wrong.

Mr. Cochran—I do not say that 500,000 men who cannot read are necessarily better than 500,000 who can, but I do say that the chances of vice are greater among men who can live by their wits than among those who must live by their hands. [Applause.]

The motion to strike out and insert was adopted, 128 to 116. The substitute reads:

That a commission is hereby created, consisting of two Senators to be appointed by the President of the Senate and three members of the House of Representatives to be appointed by the Speaker of the House of Representatives and two citizens members to be appointed by the President of the United States. Said commission shall make full inquiry, examination and investigation into the subject of immigration.

For the purpose of the said inquiry, examination and investigation said commission is authorized to send for persons and papers, make all necessary travel and, through the chairman of the commission or any member thereof, to administer oaths and to examine witnesses and papers respecting all matters pertaining to the subject and to employ necessary clerical and other assistance. Said commission shall report to the Congress the conclusions reached by it and make such recommendations as in its judgment may seem proper.

Such sums of money as may be necessary for the said inquiry, examination and investigation are hereby authorized to be paid out of the "immigrant fund" on the certificate of the chairman of said commission including the expenses of the Commissioners and a reasonable compensation to be fixed by the President of the United States for those members of the commission who are not members of Congress.

This concluded consideration of the bill in committee of the whole. It was reported to the House, the amendments agreed to and the substitute for the Senate bill agreed to without division.

Mr. Watson of Indiana, in view of the importance of the proposed legislation and of the lateness of the session, moved that the House ask a conference.

This was carried, and Messrs. Howell, Bennett and Ruppert of New York named as conferees.

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The House adopted the second partial conference report on the Naval Appropriation bill, an agreement upon all matters except the item for the Port Royal Navy Yard, which the Senate seeks to make a naval training station. A motion to concur in that amendment was lost, 59 to 111.

The bill to incorporate the Lake Erie and Ohio River Ship Canal Company was sent to conference on the Senate amendments.

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BEYOND WEAR "S.O." BRAND.

TILLMAN OPPOSES CONFERENCE REPORT ON RATE BILL.

Decides That Standard Oil Influence Changed the Pipe Line Provision So as to Exempt Its Lines—The Anti-Pipe Line Amendment is Also Unfavorable.

WASHINGTON, June 25.—The Senate spent most of the day in consideration of the conference report on the railroad rate bill. No conclusion had been reached at 1:30 P. M. and the Senate decided to go over until to-morrow, and agreed to meet at 11 o'clock.

A recess was then taken on an agreement to meet again at 8 P. M. The evening session was devoted entirely to consideration of private bills.

Tillman submitted the conference report on the railroad rate bill in the Senate this afternoon. He had declined to sign the conference report. In explaining his attitude he said he would ask the Senate to disagree to the report and recommit. Mr. Tillman's objection was to the change of the words "common carrier" to "railroad" in the Elkins amendment forbidding common carriers to transport their commodities.

The change exempted pipe lines from the provisions of the law.

The amendment as changed means in plain English that the Standard Oil Company has got in its work," said Mr. Tillman. He said that the effect of the change would be to exempt the Standard monopoly from the law. There was no mysterious influence at work, he declared, that had changed the whole atmosphere of the conference when it resembled, "I began to smell a mouse or something," said Mr. Tillman. "I don't know but I am a little suspicious of a man who is around the Senate long will become more or less doubtful as to motives."

Messrs. Elkins and Cullom appeared uneasy while Mr. Tillman was arraigning the conferees, and Mr. Elkins looked disgusted and frequently interjected side remarks.

Mr. Tillman declared that every Senator who voted to adopt the report exempting the Standard Oil Company would be branded by the public as his forehead with the letters "S. O."

"That is the reason I didn't sign the report," said Mr. Tillman. "I didn't want anybody to say to me, 'You have got 'S. O.' written on your forehead, Ben Tillman.'"

Mr. Cullom of Texas suggested that the term "railroad," which had been substituted for "common carriers," would probably result in permitting the company to escape unless the word "company" or "corporation" was added to the word "railroad."

At this point Mr. Lodge, who had been absent, returned to the chamber and addressed Senator Tillman, asking permission to make a statement.

"I'll be glad to have the Senator come into this debate and help me to explain some of his good English and some of his bad English," said Mr. Tillman.

This reference was to the peculiar wording of Mr. Lodge's pipe line amendment, which had been criticized by Senators and which Mr. Tillman refused to defend, saying Mr. Lodge wrote it.

Mr. Cullom interrupted to inquire of Mr. Lodge whether he believed it right to make oil pipe lines common carriers when they had never been common carriers nor engaged in carrying anything but their own commodities.

Mr. Lodge said pipe lines had been declared common carriers by law in West Virginia and Ohio and by the Supreme Court in Pennsylvania. The trunk lines which had engaged in the business of common carriers had been required, Mr. Lodge thought, to carry for the public. He referred to the alleged protests from the independent producers of oil and gas, and said that they were inspired by the great trunk lines which carry 90 per cent. of the oil of the country.

Mr. Tillman asserted that the Standard Oil Company was not only a producer of oil, but a transporter and refiner, and it monopolized every branch of the industry. Further, he said, it would be required to go out of the business of producing and refining oil or out of the business of transporting it.

Mr. Tillman suggested that the railroads engaged in the lumber and timber business were also exempted from the Elkins amendment forbidding railroads from transporting their own commodities.

Replying to this reference to the Elkins amendment, Mr. Bailey declared that that fact alone would not justify the exemption of the Standard Oil Company. The country was on the verge of a timber famine, and yet Congress exempted the timber railroads, which were hauling lumber, from the Elkins amendment. He believed Congress would do well to attend to Federal affairs and let the States regulate the acceptance of passes by State employees.

Mr. Overman of North Carolina called attention to the fact that the conference report had legalized the issuance of passes to everybody except the small exempted class by declaring that issuance of passes to others should not be prohibited. Mr. Tillman interrupted to say that the best pass amendment was that in the first conference report, which excluded everybody from the pass privilege.

But Senators objected, he added, "and I never have heard such a howl or seen such an exhibition of hysterical oratory in any session of the Senate."

Mr. Bailey believed Mr. Tillman had a right to complain. It was not a seemly spectacle, that of Senators pleading for a continuance of the law in favor of the free passes. The evil of the pass business was that passengers who paid their fare had to pay enough to make up for the free passengers.

Mr. La Follette said that a railroad auditor, an undoubted authority, had estimated some time ago that the United States, amounting in value to \$50,000,000, was free.

Mr. Foraker thought the conferees acted wisely in changing the pipe line exemption, for had the bill made pipe lines common carriers and then prohibited them from carrying their own products it would have been unconstitutional. It is unconstitutional in other respects.

Mr. Cullom defended the work of the conference committee and read letters and telegrams condemning the provisions in the bill, which had been omitted in conference, forbidding pipe lines from carrying their own commodities. He was not going to support a measure simply to punish the Standard Oil Company which worked a hardship to independent oil companies and producers, and he would be scared away by this cry of unconstitutionality.

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THE ALGERIAS TREATY.

State Department Fears That the Senate Will Adjourn Without Ratifying It.

WASHINGTON, June 25.—The State Department fears that Congress will adjourn without the Senate taking action on the convention which resulted from the conference at Algiers, Spain, on the affairs of Morocco. It is asserted that it will be very embarrassing to the Government if the Senate does not ratify the treaty, as the whole world will look askance and will want to know why the United States does not give its approval to the general act signed by the American delegates. It is contended that there is nothing in the convention which should not be ratified, or which would even be a subject for argument or debate.

Promotions in the Navy.

WASHINGTON, June 25.—The President today sent the following nominations to the Senate:

Lieutenant Commanders to be Commanders—John L. Gow, George R. Clark, William P. White and George E. Burd.

Ensigns to be Lieutenants (Junior grade)—James C. Ross, Byron A. Long, Alfred G. Hope, Clarence E. Landrum, Adolphus Andrews, Frederick L. Oliver, Thomas R. Kurtz, Harold E. Cook, Merlyn G. Cook, John M. Enoch, Benjamin D. Wyzant, Stanley H. Simons, Roger Williams, Ivan E. Bass, William S. Pye, Burrell C. Allen, Charles L. Bruff, Edward E. Spofford, Walter N. Vernon, Lewis S. Cox, Jr., Frank R. Mcarty, John W. Foster, William T. Tomp, Raymond S. Keys, Ernest A. Brooks, Percy W. Foote, John F. Greene, George F. Neal, Frank McCommon, Theodore A. Kittinger, William H. Allen, Guy Whitlock, John Downes, Jr., Joseph L. Hildman, Owen H. Oakley, John Hamilton, Jesse B. Gay, Guy W. S. Gattle, Garrard P. Nightingale, William W. Galbraith, John V. Babcock, Rufus F. Sogbaum, Jr., John J. Fitzpatrick, Casper Goodrich and Wallace Berthoff.

Midshipmen to be Ensigns—William P. Sedgwick, Jr., John P. Hart, Chandler K. Jones and John J. McCracken.

Passed Assistant Surgeons to be Surgeons—John M. Moore, Richmond C. Holcomb and Edward G. Parker.

Assistant Paymasters to be Passed Assistant Paymasters—Arthur S. Brown, John R. Herberger and David G. McRitchie.

Assistant Civil Engineers to be Civil Engineers—Joseph A. Shulte and Carl A. Carlson.

Boatswains to be Chief Boatswains—Aaron B. Ireland, Percy Herbert, Arthur Smith and John M. A. Shaw.

Senate Passes Resolution Asking for Facts About Trust Suits.

WASHINGTON, June 25.—The Senate today passed the resolution offered by Mr. Long of Kansas calling on the Department of Justice for information concerning suits commenced under the Sherman anti-trust law, the interstate commerce law and the Elkins law against rebates.

New Assistant Secretary to the President.

WASHINGTON, June 25.—Maurice C. Latta of Oklahoma, confidential stenographer to President Roosevelt, was today appointed assistant secretary to the President in place of Benjamin F. Barnes, Jr., appointed postmaster at Washington. Mr. Latta has been an executive clerk at the White House for several years. He has accompanied the President on nearly all his trips about the country.

Army and Navy Orders.

WASHINGTON, June 25.—These army orders were issued today:

First Lieut. Gordon Johnston, Signal Corps, to Washington Barracks Hospital, for treatment.

Capt. Frederick M. Hartsock, Assistant Surgeon, from the 1st Army Transport Service at New York, relieving Capt. William H.